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HONGKONG, WEDNESDAY, SEPTEMBER 5, 1906.

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Hongkong, September 3, 1906. 1739

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Hongkong, June 8, 1906. 1190

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Must be capable of handling any
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Hongkong, August 10, 1906. 1639

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BEING a letter addressed to Rear-
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PriceOne Dollar

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RESTORING THE CAMPANILE
WITH "IMPROVEMENTS."

To rebuild a structure exactly, after its destruction by fire or earthquake, would seem an easy task, given the possession of the plans and specifications of the original. But such exact reconstruction is, according to Jean Laitte, who writes in *La Nature* (Paris, June 16), practically impossible. New architects will always, he says, build a new structure, putting something of themselves into the new building, no matter how precisely they try to copy the old. He illustrates by the case of the Campanile in Venice, which he says will differ in material points from the one that fell in ruins on July 14, 1902, though intended to reproduce it exactly. Mr. Laitte shows that not even the foundation, which has now been laid, is precisely like that of the original. He says:

"Was it necessary to rebuild? Many of those who loved it must have answered resolutely in the negative; they held that it is artistic inquiry to try to repair the injuries of time. Moreover, they say, are the expression of the epoch in which they were built, and to reconstruct them after their death is to tell a falsehood in stone. Besides, they say that the experience of a thousand previous restorations shows that no architect has ever succeeded in restoring a monument exactly, without putting some of his own work into it, which seems to them altogether unacceptable."

Those people have not been heeded; and architects and constructors have sworn by all their gods and called heaven to witness that they could do nothing absolutely nothing but the reconstruction as decided upon.

A photograph represents a square of masonry destined to serve as the foundation of the Campanile. This square is formed of five steps or superposed layers. Now in the condition of the Campanile as it existed before its fall, in 1902, there was nothing visible beneath the monument but a support of three steps. Thus the persons who saw the building in 1901, and who will see it as rebuilt will not see the same thing. The architects have felt obliged, from the very foundation and they will not stop there to modify the aspect of the monument. It is true that they have an easy answer to this accusation; they say that in reality the Campanile, as it was before its fall, rested on a foundation of five steps, but that by reason of its enormous weight, two of these had been forced underground, so that only three were visible. If we consult a volume of the history of the Campanile, we find that since the time about the twelfth century when its construction was begun, it has met with various accidents. Lightning, fire, and earthquake destroyed it, at least partially, several times and in the course of the rebuilding and repairs that ensued, it was necessary to change the monument considerably. So that, if we consider the numerous stages through which it has passed, we may ask which of these successive stages has been chosen by the architects for reproduction.

"They have, in fact, taken the simplest course; after having assured us that all should be just as it was, they have put their hands together and have composed a sort of anomaly of stone, the result of which will be: (1) That the aspect of the monument will be altered by having a base that was formerly invisible; (2) that its weight will be modified (improved, it is true, but what difference does that make from the point of view of reconstruction?); (3) that a certain number of columns and of useless details will be left out."

"There is already in Italy a 'Campanile question,' and Senator Togliatti has lately echoed it by interpellating the Minister of Public Instruction on the subject of the steps of St. Mark's. It is true that the minister, Bonelli, answered that he had nothing to do with the matter, which was the business of the city of Venice; talk and controversy are still going on. For our part, we have simply wished to note a fine type of the comical situation into which we are often driven by the rebuilding mania. We have no reason, a priori, to doubt the talent and perfect good faith of the architects of the Campanile. Perhaps it would have been better if they had decided that we should see Venice hereafter with new features—either without a Campanile or with a new one, built after their own plans, in place of the work that they are now engaged upon, with so much science and skill, at the risk of dissatisfying the archaeologists and the artists, these hostile brethren. For purchase, as some sceptics even now predict, the new Campanile, under the brilliant Venetian sky, will follow its predecessors in not giving the desired impression and in not realizing the beauty of its forbears!"—The Literary Digest.

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THE Undersigned has received instructions to sell by Public Auction, on
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64 DECAVILLE TRUCKS
100 AXLE BOXES for same.
18 AXLES
60 WHEELS
9 OIL CUPS
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Hongkong, September 3, 1906. 1740

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the 18th and 19th September, 1906, at 10 A.M., each day, at H.M. NAVAL LAND—
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Boats Engines and Boilers, Lathes, Turntables, Anchors, Mooring Swivels, Riggers, Two Cranes, Boats, Old Cables, Chains, Electric Cables, Steel Wire, Hawse, Bins, Copper, Iron, Pater, Stuffs, Canvas, Furniture, Miscellaneous Tools, Blankets, White Clothing and Materials, Cask Staves, KNEE BOOTS, SURVIVAL PROVISIONS including MARMALADE and COFFEES, OFFICERS' MESS TRAYS, TOBACCO, &c., &c.
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Hongkong, September 8, 1906. 1737

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ROAN PONY 'LYDDITE,' fast and a good back. Has played Polo. Warranted sound. Price \$100.00.
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Ladies' Attire Room, Private Bar and Billiard Room. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hôte at Separate Tables.
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Rooms, Excellent Food and Residence.

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CHATER.

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Bramble	river gunboat	710	1	900	Lieut. Comdr. Davidson	On way home
Argonaut	cruiser, 1st class	13,440	12	9000	Capt. E. H. Smith	Yangtze
Bellona	river gunboat	710	1	900	Lieut. Comdr. Bamber	Yangtze
Cadmus	ship	1070	6	1400	Comdr. Luard	Hongkong
Cherub	water tank and tug	890	—	370	—	Hongkong
Orion	ship	1070	6	1400	—	Hongkong
Diadem	cruiser, 1st class	11,000	12	6,500	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Fame	torpedo boat destroyer	360	—	1,000	Capt. H. W. Savory, R.N.	Japan
Flora	cruiser, 2nd class	4300	10	7000	Lieut. Comdr. Hughes	Hongkong
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Hart	torpedo boat destroyer	275	—	4000	Lieut. Comdr. Cox	Japan
Janus	torpedo boat destroyer	280	—	4000	Lieut. Comdr. Henniker Heaton	Japan
Vinc	cruiser, 1st class	8300	14	22,000	Lieut. Comdr. W. H. Darwall	Japan
King Alfred	cruiser, 1st class	14,000	14	10,000	Capt. De Horsey	Japan
Kinsh	river gunboat	616	—	1200	Capt. Cecil F. Thurstby, R.N.	Yangtze
Monmouth	cruiser, 1st class	4300	10	7000	Lt. Comdr. E. V. R. Dugmore	Japan
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Outer	torpedo boat destroyer	350	—	6300	Lt. Comdr. R. E. Vaughn	Japan
Rambling	Sydney-ship	886	—	880	Lieut. Comdr. J. Kiddie	Japan
Rohan	river gunboat	85	—	240	Comdr. C. E. Mour	Hongkong
Sandpiper	river gunboat	85	—	240	Lt. Comdr. C. O. Walcott	West River
Snake	river gunboat	85	—	240	Lt. Comdr. H. T. Atty	Yangtze
Taka	torpedo boat destroyer	250	—	6500	Lt. Comdr. Lyne	Yangtze
Tamar	receiving ship	4800	6	—	Reserve	Yangtze
Tal	river gunboat	180	2	800	Commodore Williams	Yangtze
Tal	river gunboat	180	2	800	Lt. Comdr. E. Secretan	Yangtze
Thistle	river gunboat	710	2	900	Lieut. Comdr. West	Hongkong
Vinc	torpedo boat destroyer	350	—	6300	Lieut. Comdr. Stevenson	Japan
Waterside	surveying ship	620	—	1000	Capt. R. W. Glanville	Swatow
Whiting	torpedo boat destroyer	360	—	6500	Lt. Comdr. C. E. L. Thomas	Yangtze
Woodcock	river gunboat	150	2	800	Lt. Comdr. G. B. Spicer-Simon	Upper Yangtze
Woodcock	river gunboat	150	2	800	Lieut. Comdr. C. W. Wrightson	Upper Yangtze
Woodcock	river gunboat	150	2	800	Lieut. Comdr. Jno. F. Knox	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Josef cruiser	Austro-Hungarian cruiser	4300	12	9000	Capt. Ferdinand Bahlley	Shanghai
Panther	Austro-Hungarian cruiser	1350	12	8000	Captain E. Korbner	Yokohama
Aschén	French receiving-ship	1788	10	1700	Lieut. Farret	Haiphong
Albat	French torpedo-boat	—	—	—	Lieut. Merle	Haiphong
Alouette	French gunboat	123	—	500	Commander Kerhuil	Cape St. James
Alouette	French gunboat	—	—	150	Lieut. Jeannel	Hongkong
Alouette	French gunboat	645	10	1000	Lieut. Huet	Salgon
Alouette	French cruiser	3856	14	5600	Lieut. E. Korbner	Haiphong
Alouette-Thouars	French armoured cruiser	10,014	38	20,000	Comdr. Amet	Haiphong
Alouette	French sub-marine	—	—	—	Lieut. Coquelin	Salgon
Alouette	French destroyer	308	7	6300	Lieut. Garreau	Yokohama
Alouette	French destroyer	350	7	533	Lieut. Saint-Sauve	Yokohama
Alouette	French cruiser	9438	38	20,000	Captain Ridoz	Yokohama
Alouette	French gunboat	9709	—	—	—	Yokohama
Alouette Riviere	French gunboat	—	—	—	Lieut. Porter	Yokohama
Alouette	French gunboat	200	6	303	Lieut. Corbier	Haiphong
Alouette	French destroyer	307	7	300	Comdr. Sagot-Duvauzon	Haiphong
Alouette	French cruiser	1250	6	2500	Commander Simon	Salgon
Alouette	French sub-marine	—	—	—	Lieut. Armbruster	Salgon
Alouette	French cruiser	9700	18	19,600	Capt. Martel	Yokohama
Alouette	French destroyer	307	—	300	Lieut. du Chemin	Salgon
Alouette	French gunboat	—	—	—	Capt. Grélier	Yokohama
Alouette	French gunboat	—	—	—	Lieut. Lavielle	Tongku
Alouette	French torpedo-boat	350	7	300	Lieut. de Reinisch Werth	Bala d'Acac
Alouette	French sub-marine	—	—	—	Lieut. Glorieux	Salgon
Alouette	French torpedo boat	—	—	—	Lt. Vincent de Brichignas	Salgon
Alouette	French battleship	9437	8	6091	Reserve	Salgon
Alouette	French destroyer	—	—	—	Lieut. Leblai	Haiphong
Alouette	French gunboat	1798	10	1700	Capt. Dupries	Salgon
Alouette	French gunboat	—	—	—	—	Salgon
Alouette	French destroyer	250	6	—	Capt. Terquem	Yokohama
Alouette	French battleship (reserve)	6150	21	4560	—	Salgon
Alouette	French gunboat	123	7	500	Lieut. Bregnon	Hongkong
Alouette	German flag-ship	11,000	36	14,000	Captain Wilkin	Japan
Alouette	German cruiser	4230	34	10,000	Capt. Manoeck	Singapore
Alouette	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Hongkong
Alouette	German gunboat	900	10	1300	Comdr. Klobbe	Hongkong
Alouette	German gunboat	650	10	1344	Comdr. Hartog	Hongkong
Alouette	German gunboat	1009	8	875	Capt. Lieut. Lubbert	Tsingtao
Alouette	German torpedo-boat	—	—	—	Capt. Lieut. Wing-Muller	Tsingtao
Alouette	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Tsingtao
Alouette	German gunboat	500	10	1300	Comdr. Alben	Hongkong
Alouette	German gunboat	170	5	1300	Capt. Lieut. Gishler	Yokohama
Alouette	German gunboat	—	3	500	Capt. Lieut. von Bulow	Yokohama
Alouette	German gunboat	—	3	500	Capt. Lieut. Ferboni	Yokohama
Alouette	Italian cruiser	3000	—	—	Capt. Marone	Salgon
Alouette	Italian cruiser	2300	10	7471	Captain Boyer Rite	Salgon
Alouette	Italian cruiser	3900	—	—	Captain Prebtre	Salgon
Alouette	Italian cruiser	2498	29	7000	Capt. Pascento	Salgon
Alouette	Portuguese cruiser	1890	14	4000	Captain d'Antas Ribeiro	Salgon
Alouette	Portuguese gunboat	720	—	—	Captain Coutinho	Salgon
Alouette	U. S. cruiser	3769	28	7500	Capt. Dyer	Cavite
Alouette	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Alouette	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Hongkong
Alouette	U. S. cruiser	450	7	8000	Lieut. Sargent	Manila
Alouette	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong
Alouette	U. S. gunboat	2008	10	8000	Lieut. Disnaker	Hongkong
Alouette	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. B. Jessop	Hongkong
Alouette	U. S. cruiser	2218	19	7500	Comdr. Hugo Osterhage	Manila
Alouette	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Garnell	Manila
Alouette	U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Manila
Alouette	U. S. gunboat	650	10	8000	Lt. Comdr. J. Hood	Shanghai
Alouette	U. S. gunboat	1892	8	1388	Comdr. P. E. Sanyes	Manila
Alouette	U. S. monitor	4880	6	5000	Captain Milner	Hongkong
Alouette	U. S. cruiser	4684	4	5844	Comdr. W. E. Milhen	Cavite
Alouette	U. S. cruiser	3459	20	7500	Commander O. B. Harbo	Manila
Alouette	U. S. battleship	12,000	—	—	Captain Logan	Manila
Alouette	U. S. gunboat	201	3	250	Ensign J. E. Bass	Manila
Alouette	U. S. gunboat	301	3	250	Capt. Bennett	Cavite
Alouette	U. S. cruiser	4000	14	—	Capt. Cavies	Manila
Alouette	U. S. cruiser	3218	18	7500	Capt. F. F. Fletcher	Manila
Alouette	U. S. cruiser	4765	27	8915	Captain Very	Manila
Alouette	U. S. cruiser	1000	13	1115	Capt. W. B. Marshall	Shanghai
Alouette	U. S. gunboat	307	8	609	Lieut. H. A. Wiley	Shanghai
Alouette	U. S. gunboat	1897	8	1884	Commander A. W. Dodd	Cavite
Alouette	U. S. flag-ship	12,000	30	12,609	Captain Drake	Manila

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BUILDINGS.

Hongkong, September 4, 1906.

MEMOS. FOR TO-MORROW.

Meeting.
5 p.m.—Meeting of Park Church at St. Paul's College.

General Memoranda.

SUNDAY, September 3.—
Goods per Manila not cleared at 4 p.m. on this date subject to rent.

MONDAY, September 4.—
11 a.m.—Auction of 64 Decauville Trucks, &c., at Hongkong & Kowloon Wharf & Godown Co.'s Godowns, Kowloon.

Goods per Suluie undelivered after this date subject to rent.

Goods per Chazze undelivered after this date subject to rent.

TUESDAY, September 5.—
Goods per Davao not cleared at 4 p.m. on this date subject to rent.

Goods per Bremen undelivered after this date subject to rent.

FRIDAY, September 14.—
9.30 a.m.—Military Gun Practice.

TUESDAY, September 18.—
10 a.m.—Auction of Sundry Naval and Victualling Stores, at H. M. Naval Yard.

The China Mail

HONGKONG, WEDNESDAY, SEPTEMBER 5, 1906.

THE TRANSVAAL LEGISLATURE

The most loyal supporters of the Liberal party can scarcely deny that the Government's South African policy is continually compromised by some weak influence urging it to a course of action in every department. Were it not a potent quality for the tail to wag the dog we should suspect that the talented young Under Secretary of State, with hereditary self-confidence, had insisted upon and secured the attachment of undue weight to his crude ideas. He has been in South Africa; he was captured during the Boer War and made a theatrical escape, and his stay in the sub-continent was quite short enough to make him cocksure on every subject connected with its policy. But whatever we may suspect, neither courtesy nor common sense will sanction us in putting the responsibility for meddling and muddling on any shoulders but those of the Secretary of State and the Cabinet collectively. For the last thirty years the catchwords of Liberal policy have been peace, retrenchment and reform, but the overt acts of Liberal governments have furnished an inconsistent commentary upon the text. If their half-hearted interference with the course of martial law in Natal did not cause the Zulu rising it certainly applied the match to the store of combustibles that had been slowly accumulating against the day of their return to office. The patriarch Sigananda would never have fomented rebellion, Bambata would not have risen, Dinizulu would never have shown wavering loyalty had it not been seen to be doubtful whether the strength of the Empire were sincerely to be given in support of the Natal government. We should be glad to forget the terminological inaccuracies as to Chinese labour. They served their purpose in giving the party its majority and their inventors would gladly see them buried in oblivion now that the repatriation proclamations have proved that the (supposed) down-trodden helots hug their (alleged) chains. The main question, whether indentured Asiatic labour shall be permitted, is to be left to the new Transvaal legislature, with only so much interference as the Colonial office must interpose in order to save its face. We have now learned something, but not everything, as to the nature of this new legislature which has to pick the South African chestnuts out of the fire for the Bannermen. Like every other important matter with which they have to deal it will be hurried into existence by a kind of Caesarian operation after a few hours of obscured discussion without the publication of the West Ridgeway Commission's report. It is worth while looking into details to see the nature of the body and the probability of its subserving the objects

which compelled so vast an expenditure of blood and treasure seven to five years ago. It is unthinkable that any responsible statesman should contemplate the restoration of the Transvaal to the Boers within four years of the close of the war that arose from their denying to British settlers the most rights of citizenship, but the constitution of the elected assembly and the form of the suffrage came perilously near the achievement of this result. There are to be sixty-nine constituencies, each returning a single member. They are to be delimited, on the sound principle of one vote, one value, in accordance with the number of voters they contain, but this concession to the Progressive party has been seriously compromised by the adoption of manhood suffrage which will tend to assimilate the demarcations to those that might be arranged on a population basis. Of these sixty-nine constituencies the Rand will have 34, the Pretoria district 6, and the rural parts of the Transvaal 29. We may rest assured that the 29 country constituencies will return 39 Boer members from whom it is hopeless to expect sympathy with British supremacy. Krugersdorp, rural and perhaps four others in the Rand will also have a Dutch majority on the single member system. This allotment would mean a majority of one for the party of enlightened and Imperial policy. As the Speaker is to vacate his seat on election, the party that gains a majority of even one will be able to retain it, but this seems a very small mercy for which to be thankful. Minute majorities in legislative assemblies are detestable. They put the governing party at the mercy of accidents or of any little clique that form a Cave of Adullam on their own side. Probably the hope of the designers of the Transvaal legislature is that there will be a coalition ministry comprising Dutch as well as British residents. We might anticipate this if we saw any prospect of a fissure in the Het Volk party and the secession of the less Imperially-minded of the Progressives. Knowing the hands from which the gift has come we can be humbly grateful that it is no worse. The grievance remains that South Africa has again been thrown into the melting pot and no observer can foretell in what shape it will emerge.

The lessee of the Castle Inn, Eynsford, Kent, with a view to the promotion of temperance, put up in the bar a rather drastic notice. None but guests and travellers were to be served on Sundays and no one was to be served with a drink more than once during any morning, afternoon or evening. The owners of the Inn, a Brewery company, applied for an injunction to prevent the lessee thus advancing the temperance cause by curtailing their trade. Mr Justice Warrington decided against them but the court of appeal has reversed the decision, holding that to refuse a man a second drink is inconsistent with the keeping open of the house in the due and proper course of business.

The first week in August saw a large force of Regulars, Yeomanry, and Volunteers in camp at Home. A great storm played havoc with some of the camps, and perhaps a few malicious people were not entirely grieved that Mr Brodrick was in one of them that was wrecked, and that he saw what camp life was sometimes, with stampeding horses and injured men in a tempest of furious wind and rain. Only there were rumours that Mr Arnold-Forster and Mr. Haldane were not there, too. If they had been it would not have been quite unpleasant to the soldiers. The reports that came in were, on the whole, satisfactory. The physique of the Volunteers and Yeomanry was decidedly good, but their discipline and training left much to be desired. Official reports are not always to be relied on, as there is a great tendency to say smooth things to our citizen army. One brigadier says of a certain brigade that they are enthusiastic soldiers, and that the strictest discipline was maintained. An onlooker thought they had an extremely un military

appearance, that they were lacking in skill and interest, and that a good many were enjoying a somewhat rowdy picnic. Evidently a difference of opinion!

It seems a bit queer to learn of the heat wave which has just passed over Europe having such disastrous effects. A number of deaths from heat apoplexy are recorded and the latest files from London contain accounts of several suicides caused by a sudden rise in the temperature during August. It is difficult for the Hongkongite to conceive that a jump of a few points in the thermometer should be capable of so much mischief. Here, until the last few days, we have been literally soaked with moist heat and still the average citizen does not look much the worse for it. Familiarity breeds endurance, and probably colonists who are holidaying at Home welcomed the heat wave as reminding them of the delicious climate they left behind. By the way it is a little singular that the ubiquitous person who accuses himself and others by foretelling the end of the world has not taken advantage of the disastrous natural phenomena which have been so much in evidence of late. A couple of decades since a pessimistic individual named Baxter used to advertise in the "Agony" columns of the London papers warning "all and sundry" that they had better put their spiritual houses in order as the final apocalypse was at hand. He used to seize upon earthquakes, disastrous storms and occurrences of the kind as metaphorical writing on the wall. How he would have revelled in the seismic disturbances in Italy, the United States and Chile! What he actually made out of his gloomy prognostications was not quite clear. It will, however, take more than a few earthquakes in remote parts of the world and a heat wave in London to convince the people of this Colony that the great Settling Day is at hand.

LOCAL AND COAST NEWS.

Three or four of the Japanese students who went with a touring party to Manchuria and Corea died in the course of the journey.

It has been definitely decided that the share issue of the South Manchuria Railway Company shall open on September 1 and close on October 5.

French and Belgian capitalists will subscribe Yen 600,000 of the capital of Yen 1,000,000 for the establishment of a great glass factory at Osaka.

Serious trouble is anticipated at the Besshi copper mine, Iyo Province, Japan, owing to the discontent of the miners with regard to some new regulations.

The Tokyo Municipal authority received some £330,000 the first instalment of the city foreign loan from London, through the Industrial Bank of Japan, on the 17th.

For the service of preserving neutrality during the Russo-Japanese war recommendations for rewards and promotions are being made by the Peiyang and Nanyang Authorities.

A number of Tokyo and Kobe merchants have decided to establish a joint stock company to carry on the business of silk and cotton spinners and weavers. The capital is to be Yen 3,500,000.

Some members of the Japanese House of Representatives were to hold a meeting on the 21st to join the Inter-Parliamentary Conference, but the meeting was postponed owing to President Sugita's absence from Tokyo.

The French Barracks at Shanhaikou will, after the withdrawal of the French troops, be converted into a military college for which the expenses will be raised from the profit account of the Imperial Railways of North China.

A Peking telegram to the Mainichi states that the Chinese Government is about to appoint Commissioners to make a full investigation of the actual conditions on the Russo-Chinese frontiers, especially in regard to Mongolia.

Certain Russians are said to have forced Chinese to surrender the coal pits at Teyukou and other places in Liaoyang. This has been brought to the notice of Tatar General Chab Eri-hsun, who has deputed officials to confer with the Russians.

INFANT MORTALITY.

THE attention of the Town Council at Johannesburg, Transvaal, was last year directed to the fact that out of eighty-four infants, who died in December, forty-four of them had died of dysentery. An investigation with a view of tracing the source of the disease was authorized. Under the best of conditions attacks of dysentery are very prevalent among children in warm weather, but in a large majority of cases the lives of the little ones can be saved by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy always brings prompt relief, and has never been known to fail. For sale by all chemists and storekeepers.

LOCAL AND COAST NEWS.

Vice-Admiral Fournier states that the submarines were a marvellous success in the French naval manoeuvres. The submarines torpedoed the flagship eight times.

The following telegram was received by the Colonial Secretary from the Government of Burma to-day:—"Restrictions against arrivals from Hongkong port removed."

There was a small collapse at a house at No 281 Des Voeux Road West this morning. Without any warning the top balcony suddenly collapsed and in falling damaged those underneath and the debris fell on and smashed a ricksha. No-one was injured.

The whole of the Sixth Regiment of Infantry left Nagoya, Japan, on August 22 at 5 a.m. for Chitramachi, Aomori, Aichi prefecture, marching in full war accoutrements. In the afternoon, over forty soldiers were unable to continue the march owing to sun stroke.

The hearing of the charges against Mr H. C. Hogan, formerly Chairman of Directors of Hogan and Company, Ltd. and Mr J. B. Robertson, formerly Secretary of the same Company, in connection with the affairs of the Company, were further continued before Mr Colman, the Third Magistrate, at the Singapore Police Court on Aug. 25. Several witnesses were examined.

The Acting Consul General for the Netherlands-Indies has received telegraphic information from the Governor General of the Dutch East Indies that the port of Hongkong has been declared to be uninfected with plague, so that ships or vessels arriving in Netherlands India from Hongkong are no longer subject to quarantines. The prohibition of importation of certain articles from Hongkong is also withdrawn and all goods can now be imported into those colonies.

It has been a hot week for London, writes our correspondent under date of August 10, but next week will be a warmer time for the grouse. This year seems to yield a record for the number of fugitives from the discomforts of the city. Every holiday train has been in triplicate. The reason seems to be that we have all been working too hard and are utterly exhausted. For the last four weeks I have rested at Worthing, the quietest watering place near London, the only spot in England where the fig ripens in the open air. The town's motto may be translated as "Health from the sea, wealth from the land." (Ex term copiam, ex mari salubrem). It possesses the safest sands in the country for bathers and the pleasantest beach for those who want rest without the blatan brass band or the ubiquitous negro.

Organ Recital.

An organ recital was held in St. John's Cathedral yesterday afternoon when the following organ pieces were rendered:—Overture in C Minor, Hollings; Andante Giazoni, Smart; Borosone, German; Excerpt, Dream of Gerontius, Elgar; and Choral Song and Fugue, Wesley. Mr Denman Fuller, L.R.C.O., officiated at the organ and his rendering of the various selections was greatly appreciated. In addition the following songs were sung:—"In the sight of the Unwies," Mrs Kew. Mrs Dew and Mrs Perkins; "If sleep and Death be true ones," Mrs Perkins; "Eye hath not seen," Mrs Perkins; Quarter, "Crossing the Bar," Mrs Newborn, Mrs Perkins, Mr G. H. Edwards and Mr F. A. Biden, Mrs Perkins' singing was especially admired.

N. S. W. Commercial Agent.

The New South Wales Government has decided to renew Mr J. B. Sutor's term as Commercial Agent for New South Wales in the East for a further period, and at increased remuneration. It is recognised by the Government that Mr Sutor has done excellent work for the State and every confidence is felt that the same activity shown by him in the past will be apparent in the future. The salary at present received by Mr Sutor is £750 per annum, with an allowance of £300. This salary is to be increased to £1000, and the allowance to £500. The term of his engagement has not yet been fixed but Mr Moore, Minister for Agriculture, when referring to matter recently, said that the usual period was three years. The Minister also pointed out that the cost of living in a position occupied by Mr Sutor was very heavy. His work necessitated the acceptance of hospitality which to a certain extent had to be returned. It is also proposed to allow Mr Sutor a secretary, as he is obliged to travel about a great deal, and in his absence from headquarters some responsible person is needed to attend to matters. Mr Sutor will probably return to Japan in about a fortnight.

The Car Angry.

It is reported (in a London message of August 7) that the Car, on learning of the mutinies at Sveaborg and Cronstadt, stamped his foot, and exclaimed, "Now I will rule as my forefathers did with fire and sword."

NOT IF AS RICH AS ROTHBILDS. If you had all the wealth of Rothbilda, you could not buy a better medicine for bowel complaints than Chamberlain's Colic, Cholera and Diarrhoea Remedy. The most eminent physician can not prescribe a better preparation for colic and diarrhoea, both for children and adults. The uniform success of this remedy has shown it to be superior to all others. For sale by all chemists and storekeepers.

BY TELEGRAPH.

RUSSIA.

REVOLUTIONARIES COMBINE.

(Revised Service, supplied by Reuters, via Bombay).

LONDON, September 4.

A telegram from St. Petersburg states that all the revolutionary organizations have combined together and now form a solid anti-government body.

GERMAN MANOEUVRES.

FACILITIES TO FOREIGN OFFICERS.

(Revised Service, supplied by Reuters, via Bombay).

LONDON, September 4.

From the Berlin office it was recently published that the German Government had decided to grant facilities to foreign officers.

NATAL GOVERNOR.

CONGRATULATIONS.

(Revised Service, supplied by Reuters, via Bombay).

LONDON, September 4.

The Earl of Elgin (Minister for Colonial Affairs) has sent to His Excellency Sir H. E. McCallum, G.C.M.G. (Governor of Natal) a congratulatory message appreciating the courage and self-restraint with which recent emergency was met.

HEAT WAVE IN EUROPE.

LONDON, September 3.

An unprecedented heat wave is passing over Great Britain; the thermometer has registered over 80 in the shade for several days. Footballers and the spectators at the matches have been prostrated and carried off the fields. A hospital at Northampton caught fire; it is believed that the rafters were ignited by the sun; many cases of corns, blisters, and sunburn are being reported.

NORTH-WEST PASSAGE.

LONDON, September 3.

The Norwegian Polar Expedition vessel "Gjøa" has reached Nome, Alaska, completing the North-west passage.

THE UNITED STATES.

Review of Warships.

LONDON, September 3.

President Roosevelt has reviewed at Oyster Bay, the greatest fleet of American warships ever assembled, to the number of forty-three.

State Ownership of Railways.

LONDON, September 3.

Mr. Bryan's advocacy of a State ownership of railways, is considered to seriously jeopardize his chances of the Presidency and powerful influences are now agitating for the re-election of President Roosevelt.

THE RECENT TYPHOON.

Writing under date, August 31, our Svatow correspondent says:—The S. S. "Haitan" only arrived here this morning from Hongkong, being kept back by the intelligence (?) that a typhoon was south of the Possedores moving west, i.e., straight for this port. The "Fritthof" which left Hongkong earlier on the 29th, before the notice was issued by the Observatory, had good weather all the way up. This fact called forth remarks detrimental to the reliability of Hongkong Observatory notices.

We received a similar report on the afternoon of the 29th and all the steamers in port cleared away from the piers, etc., for the expected blow, but we got nothing more than a night of a few fitful gusts, and a little rain. Yesterday, and to-day it rained, the usual typhoon aftermath.

PNEUMONIA.

THIS disease always results from a cold or from an attack of influenza. Chamberlain's Cough Remedy quickly cures these ailments and counteracts any tendency toward pneumonia. It is made especially for these and similar ailments and can always be depended upon. For sale by all chemists and storekeepers.

THE SANITARY BOARD.

The Hon. Dr. Clerk presided at yesterday afternoon's meeting of the Sanitary Board and there were also present Hon. Mr. W. Chubb, Hon. Mr. A. Irving, Hon. Mr. E. A. Hewitt, Messrs. Fung W. Chiu, A. Shelton Hooper, H. Humphries, Lau Chu Pak, Capt. F. J. Badesley, Lieut. Col. Josling, Dr. W. W. Pearce, and Mr. G. A. Woodcock (Secretary).

THE C. S. O. PAPERS.

With reference to the minutes recording the discussion at last meeting on the subject of C. S. O. papers Mr. Hooper said that he would like the following words inserted:—"The President having declined to answer the question as to whether he had been instructed to communicate C. S. O.'s to the Board which dealt with matters previously discussed by the Board."

The Minutes were to go to His Excellency the Governor and he would like his Excellency to know why the resolution was moved.

The President: The cause was given in the newspapers.

Mr. Hooper: I have no official cognizance of that. The amendment was agreed to, the President adding that his own previous statements would also have to go in also.

The papers regarding the C. S. O.'s (already published) were laid on the table.

THE PRESIDENT'S REPORT.

The President moved the adoption of the report (published yesterday) of the committee making certain recommendations in connection with the improvement of Chinese bodies.

He explained that the report practically fixed the time when disinfection should take place at seven years. The expenses of the work was delayed by the Government. The bones were potted in the usual way, suitable sites on the hill side being provided by the Government.

The motion for adoption was seconded by Mr. Hooper and carried.

DUNSTON OF RUSSIA.

The committee recently appointed, consisting of the Hon. Mr. A. W. Brown, Mr. Lau Chu Pak, and Mr. W. W. Pearce, to consider the conditions of the scavenging contract, delivered their recommendations.

The report read:—"The present scavenging contract is carried out according to old custom, and not according to the terms of the contract, and the terms of the contract will never be fulfilled until the Board insists on the provision of proper material and exercises adequate supervision and is not content with the contractor finding security but satisfies itself that he is a competent and substantial man and capable of performing his contract."

The committee also recommended the prevention of the use of the dust boats sifting rubbish would entail an increase in the wages bill of perhaps \$3,000 a year and proper supervision can be obtained only by an inspector accompanying the boats to their destination. We recommend that separate contracts should be let for the sweeping of the city and conveyance of the rubbish to the dust boats and (2) for the removal of rubbish by boat.

We recommend that defects in the present method of carrying out the contract should be met in the following way:—The dumping of rubbish on the Praya and in the harbour at the dust stations should be prevented by erection of suitable stays and shoots over which the carts could tip their rubbish, or of the cranes to swing the carts into the harbour can be largely prevented by having the boats towed to their destination. If the tide is unfavourable and there is no wind, the boats sometimes do not reach Gindrinkers Bay till late in the afternoon, and the men on the boats employ their time sifting the rubbish. Adequate supervision of them is impossible as no boat after the other drifts across the harbour the whole day. As an additional precaution the barges of the boats should be fastened down and securely locked as soon as the boats leave the Praya.

The nuisance caused by the dumping of rubbish at Gindrinkers Bay cannot be prevented. The only remedy is to select another dumping station. The contractor is now required to perform an impossible task. The site approved by the Board where he has to deposit the rubbish on foot above high water mark is a steep hillside where no rubbish could be deposited except at very great expense. For years past the contractor has contented himself with dumping the rubbish into the sea near the approved site and each new contractor has entered into the contract in the natural belief that the contract will not be enforced more strictly in the future than in that of his predecessor. We recommend that the contract should state exactly how the rubbish is to be disposed of. An economical contract is not possible when the contractor has to face vague possibilities. Any dispute as to increased cost caused by a change in the terms of the contract should be settled by arbitration. We know no land site in the neighbourhood of the colony where the rubbish could be disposed of so economically as by being dumped at sea. There is no need, we are advised, to remove the rubbish two miles outside the colony. If it was dumped a mile to the west of Green Island nothing would return to the harbour and no obstruction would be caused. The type of boat now used is not satisfactory. It is not seaworthy and the boats themselves are often much out of repair. The Farmer loses a number of boats if there is a gale and in less than a gale the boats could not venture outside Green Island. A better type of boat should be insisted on, and to obtain better boats on the conclusion of the contract the new contractor should be required to take them over from the old contractor at a valuation to be settled by the arbitrators as is done on the transfer of the Opium Farm. The present contract expires at the close of the year. The nuisance caused by the rubbish dumped into the sea in the neighbourhood of Pabar Island is considerable. The adjoining beaches are covered with rubbish and there are large quantities floating on the water and driven against the state of the tide past Section or behind Section cutters and into the centre of the harbour. The days in this neighbourhood are recognised pleasure resorts and we have directed the contractor to carry his rubbish beyond Green Island for the time being as the removal of the contract is out of the question.

The President said that it occurred to him that perhaps the better way would be for the Government to own the boats and supply the launch to carry the rubbish away. One of the reasons why the price of the contract is so high is that it only lasts for two or three years, and the man who accepts it has to purchase all the boats he requires, and at the end of the contract these are left on his hands. Perhaps it would be better to discuss the question as to whether two contracts should be made, and whether the Government should provide the boats or a separate contractor.

THE PRICE OF SILK.

Merchants Dispute.

In the Summary Jurisdiction of the Supreme Court this morning, before His Honour Mr. A. G. Wills (Puisne Judge) Ng Sze Kung and Ng Yui Hui, partners in the Kwong Wo silk firm of Canton, sued Tai Wo, of Hongkong for \$1000, balance due for silk sold and delivered.

Mr. C. F. Dixon appeared for the plaintiffs, defendants being represented by Mr. Gardiner.

Mr. Dixon, in outlining the case for the plaintiffs, mentioned that the total balance due was \$1028.88, but that \$28.88 had been abandoned in order to bring the action within the limits of the Summary Jurisdiction. The defendants' sent their managing partner to Canton to order the silk, and the price was verbally agreed upon. The silk was sent to Hongkong together with an invoice, and no exception was then taken as to price, but subsequently the defendants raised the question that the price charged was not the correct one. On the invitation of the plaintiffs, defendants sent a man to Canton to examine plaintiff's books and he went away satisfied, nothing more being said for a long time. Plaintiffs asked for payment and finally sent a representative to Canton to compare the books of each firm, it being found that the balance due agreed. Defendants' defence appeared to be, continued Mr. Dixon, that certain payments made were not credited. His clients had examined the defendant's book and declared that certain entries were false.

Evidence was led.

Plaintiff was represented, the Puisne Judge commenting severely on his faulty book-keeping.

SPORTING.

Golf.

THE ROYAL HONGKONG GOLF CLUB. The usual monthly meeting of the Royal Hongkong Golf Club was held from September 1 to 3.

The following cards were returned:—

CAPTAIN'S CUT.

Mr. F. Barry, N. N. ... 80 sec 80

Mr. O. P. Chai ... 75 + 4 79

Mr. G. H. Edwards ... 102 18 84

Mr. R. D. Harvey ... 120 22 97

FOOT.

Mr. E. D. Sady, R. N. ... 92 18 74

Mr. N. P. Barry, R. N. ... 78 sec 78

Mr. T. S. Forrest ... 75 + 4 79

Mr. R. M. Croso, R. N. ... 90 10 80

(28 entries)

The next competition will be held at Happy Valley from September 8 to 10 for the Robertson Farewell Cup.

Interport Rifle Shooting.

THE CHALLENGE SHIELD. Hongkong has subscribed the \$500 necessary as its contribution towards the cost of a Challenge Shield for the annual Interport matches, and the list has been closed. That this money has been raised is due in large measure to the energy of Mr. M. S. Northcote, the secretary of the local Committee, and he is deserving of credit. Shanghai, we understand, has also raised her quota while Penang has \$435 already in hand. From Singapore advice are wanting, but no difficulty is anticipated in this respect. The Shield should become an accomplished fact before the end of the current year, and the winners of this year's match, which will take place next month, will be the holders of the Shield until next year. It behoves the local shot to get as much practice as possible in order to obtain the honour of being the first holders of the Shield. Practice will commence on Saturday week at the King's Park Range Kowloon.

THE SUBSCRIPTIONS ARE AS FOLLOWS:—

CHINA MAIL ... \$50

Vol. Rifle Assn. ... 25

E. W. Mitchell ... 10

Sir Matthew Nathan ... 50

Hongkong Vol. Troop ... 35

Victoria Recreation Club ... 50

Left half, No. 2 Company ... 10

H. K. V. C. ... 10

Quarry Bay Staff ... 13

Collected by W. H. T. Davis ... 10

From Members of the Volunteer Reserve Association ... 200

Right half, No. 2 Company ... 21

Left half, No. 2 Company ... 18

H. K. V. C. ... 19

Collected by M. S. Northcote ... \$500

THE MALAY MAIL SAYS:—We hear that it is possible that Hongkong and Ceylon may send teams to take part in the Singapore cricket festival when the new pavilion is opened about February next. There would then be a triangular duel between the teams mentioned and the Straits and F. M. S. combined.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 1st at 11.30 A.M. The barometer has risen in Japan, and fallen slightly over the Gulf of Pechili, Hongkong and the S. Philippines.

The depression has probably approached the coast in the neighbourhood of Hainan Strait. It apparently continues to move towards N.W.

Pressure is higher over Central China. It remains low over N.E. Japan, in rear of depression which was passing to the Northward of Hokkaido and moving towards the Pacific yesterday afternoon.

Departures from the normal pressure are slight, except over N.E. Japan and in Hongkong, where it is in defect by about 0.2 inch.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.90 inches.

Forecast for the 24 hours ending at noon to-morrow.

Forecast Director.

1.—Hongkong and neighbourhood: S.E. winds, strong; squally showers.

2.—Formosa Channel: E. winds, moderate.

3.—South coast of China between Hongkong and Lamook: E. winds, strong.

4.—South coast of China between Hongkong and Hailan: Cyclonic gales.

SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

SHANGHAI, August 26.

The sensation of the week has been the resignation of the Chairman of the Municipal Council and there has been much discussion as to the why and wherefore of Mr. Holliday's dramatic action. The fault perhaps is at the door of Mr. Bland, but we must travel by indirect channels to trace the connection. First comes the very generally admitted fact that Mr. J. O. P. Bland was a man of exceptional ability, and both the members of the Council and the ratepayers were sure that public matters were very well safeguarded when his keen brain watched over them. Therefore, only a few injudicious and carking souls were found to say that it was not right that so much power should be invested in the Secretary of the Council, because he did, and so does the Secretary to-day, possess powers not included in the ordinary duties of a Secretary. For instance, the police are puppets in the hands of the Secretary and the Chairman and rest of the Board are secondary. In the hands of Mr. Bland this was well, and although many points to the recent riot and shake their heads in very grave displeasure because the Superintendent of the Police did not allow ball cartridge to be served to his men, the older men of the Settlement with a better and more terrible knowledge of the Chinese coolies, always will approve the action. The riot was quelled and quelled easily, but supposing fire had been opened there would have been a scene of bloodshed which would have infuriated the native mob. They would have cried revenge. Realising their helplessness in Shanghai itself, they would have pillaged the houses on our straggling outskirts and the women and children would have fared in a way we do not like even to contemplate.

We must always remember that however willing and valiant our volunteers are, they do not number enough to protect every point and a tragedy here and there at these lonely spots would mark the history of the Settlement with those horrible blots we so dread when serious thoughts of trouble with the Chinese happen to arise. But to return to our immediate subject. Although Mr. Holliday is a man of intelligence, I think he himself would be the first to admit, he can never hope to equal Mr. Bland's grand organisation, and, then, rightly too, he frets that in his position as Chairman he should be a mere figurehead, while Mr. Leveson, as Secretary, seeks to keep entire control of the various Municipal departments. Mr. Leveson is not the right man in the right place while that place holds a much authority and before the members of the Municipal Council can hope happily to agree, it must be reconstituted and responsibility better divided. The feeling abroad is that in this particular case Mr. Holliday, who has an inordinate desire to resign supreme, promptly resigned when not with a little resistance, and the chances are ten to one that it was over the question as to whom should fill the important position of Captain-Superintendent of the Police.

The poor old gee-gee has not yet finished his day of usefulness in Shanghai and if report be true he is to be put to very good account while the tremendous electric stations are erected which will be necessary when the trams are run by electricity. The lines are going on so quickly that it does seem a pity—people should still roll about in dirty and jolly rickshaws when they could be carried by trams, and the idea has been mooted that horses should take the place of electricity until such time as the electric stations are completed and the new Garden Bridge erected.

Talking about the Garden Bridge. Hong Kong, with residences anywhere on the Hongkong side are becoming very emphatic in their denunciation of the Municipal Council. They have prayed very wisely about the wisdom of diverting traffic coming out of Shanghai into Hongkong over the Suchow Creek bridge but they have not ventured to remark on the waste of time this means going in and out of town and the poor men are very bitter because the new bridge is proceeding at such a slow pace; they see a continuance of the evil for many weary months to come. In any other place in the world a temporary bridge would have been erected and indeed this would have been the only sensible plan to follow, but the Municipal Council imagine time to other people is of the same value as to themselves—nothing. And so they play about with the new toy and dream over their brilliant idea of sending rickshaws and carriages a long detour in order to relieve congestion.

Business in the piece goods line is in a very parlous state in Shanghai and whispers of bankruptcies are very strong in several quarters. Trade is practically stagnant and lengthy holidays to Japan and taken more to hide a lack of business than from any idea of pleasure. There have been many reasons assigned for it and undoubtedly the unsettled state of the North after the war is much to blame but there is another cause which has had a paralysing effect on trade. Although the big flood of last year is practically unprecedented in the history of Shanghai, the Chinese are convinced that it is to recur this year, and, in fact, this very week. It has scared importers and exporters alike, and they do not like to risk further heavy losses before they have recovered from those incurred last year. With the newspapers reporting typhoons rambling over the Pacific and China Seas, the alarm has been increased and like an evil monster we have been expecting it to swoop down on us before. The fear has been so real that companies have been given a very wide berth at the least sign of wind and all the small craft have been "in order" one or two nights when conditions seemed threatening, but although winds have been exceptionally strong, and a typhoon has actually visited us happily nothing like the disaster of last year has occurred and perhaps when September is well on its course, the fear will die out and it may help business to resume its normal level.

Do any of you in Hongkong remember Miss Queenie Strachan of the Dallas Opera Company who won so many hearts on the last visit of the theatrical party nearly two years ago? Shanghai capitulated to her and eventually she married Mr. Greenbank, journeying down to Hongkong to believe for the ceremony. Much interest was aroused by the freshness of her Australian girlhood and that is the reason I venture to dwell on a little family history because the fair young girl has acquired new dignity now that she boasts a small daughter destined perhaps one day to carry on the sparkling successes of her mother behind the foot-lights.

The roystering element of Shanghai is indulging in what they sometimes call wild jags and it is all on account of an advertisement. Fancy the relief after an evening of wild delirium to read in the morning's paper "Lost, stolen or strayed, a pet all star, answering to the name of Emil." It is true, too, and now when a man thinks he sees strange forms he actually gathers comfort in the reflection they may be really present and not phantoms of an overtaxed imagination. More timid citizens are practicing climbing trees and wondering what other queer pets are harboured within the Settlement. Curiously enough, up to the present no trace of Emil has been discovered. He is evidently of a retiring disposition and has no wish to join in the exciting whirl of social life in Shanghai.

BY WHARF AND WAVE.

The Mitsui Bishi (Shipbuilding Company) of Nagasaki, built 18,800 tons of steam shipping last year, with engines of altogether 11,000 h.p. For 1914 the figures were 10,500 tons; for 1903, 11,940 tons; and for 1902, 14,560 tons.

Fairplay in "marine insurance notes" states that the Canadian Pacific Company's "Empress of Britain," 14,180 tons gross register, and said to be valued at \$200,000, grounded slightly at Crane Island, near Quebec last month; three blades of the standard propeller were broken.

A Berlin paper announces that the directors of the Hamburg-American Line have decided to establish a direct steamship line of their own between Genoa and Argentina, in which the boats of the so-called "Prinz" class will be placed; these steamers, it is added, will be available for the new service in 1910.

The prize cruiser "Novik" was renamed "Suzuya" (instead of "Sunay") as previously reported) on August 21. The renaming was made after the "Suzuya" river, the spring of which is located near Krasnokost and which runs into Loosen (now Chitost) Bay. The cruiser is to be converted into a dispatch boat after repairs.

The dispatch-boat "Anegawa," formerly a Russian volunteer ship, left Kure on August 20 for Yokosuka, with one hundred cadets on board. She was to arrive at Yokosuka on August 26, and will leave Yokosuka on a trip to distant seas on September 10 and return to Tokyo by about December 8. The voyage will be one of instruction to the Cadets in all the strict discipline of naval instruction.

The temporary repairs on the "Mikasa," are satisfactorily progressing in the harbour of Sasebo. The vessel is mostly damaged on the aft port side and the damage on the starboard is comparatively slight. She was to be docked on the 23rd ult. on completion of the temporary repairs. When repairs are executed at Sasebo to such an extent that she is able to travel again, the battleship will be sent to Kure, where repairs will be completed in eight months. As her boilers are not damaged, she will be able to go to Kure under her own steam. The missing bodies, eighteen in number have been recovered on board, but only two of them could be identified.

The two following questions taken from an examination paper for marine officers, for 1907, printed in Fairplay will afford some mental exercise for our marine friends.

1. A tramp steamer is bound on the North by a Russian battle-ship; on the South by a German cruiser; on the South by a Turkish torpedo-boat; and on the West by a string of floating mines. All of them are hostile. What course should the tramp steamer steer in order to avoid capture?

2. A liner with a speed of 16.7 and a destroyer with a speed of 23 start off in the same direction, the liner having a lead of about 50 miles. State how long it will be before the latter vessel reaches the bottom; the depth of the sea in that neighbourhood being, roughly, about 30 fathoms.

The Naval Arsenal at Yokosuka, Kure and Sasebo are now able to build first-class warships owing to the execution of many years' improvement programme, and battleships of 10,000 tons are under construction at Kure and Yokosuka. On the inside of Japan Sea, however, the Maizuru yard, though the time of its inauguration is not old, has launched only two destroyers up to date and lacks proper ship building arrangements. The repairing works at the Tokoshiki Naval Establishment, Tsushima, also require improvement to make them capable of repairing larger ships in view of the location being at the "throat," so to speak, of the Japan Sea and in consideration of the country's future relations with Korea. According to the Nishi Nishi, the Naval Department intends to improve the Maizuru and Takeshiki yards within a few years.

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Steamers	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles	London
Colombo		Marseilles & London	(Brindisi)	
			2 days earlier	1 day later
MALTA	7000	Sept. 8	Sunday	Saturday
DEVANHA	8000	Sept. 22	Oct. 7	Oct. 25
* OCEANA	7000	Oct. 6	Oct. 21	Nov. 10
DELHI	8000	Oct. 20	Nov. 4	Nov. 24
SIMLA	6000	Nov. 3	Nov. 17	Dec. 6
DELTA	8000	Nov. 17	Dec. 1	Dec. 22
			1907	1907
MALTA	8000	Dec. 1	Dec. 29	Jan. 5
DEVANHA	8000	Dec. 15	Jan. 12	Jan. 19
DELHI	8000	Dec. 29	Jan. 26	Feb. 2
ARCADIA	7000	Jan. 19, 1907	Feb. 9	Feb. 16

* The 'Oceana' proceeds through, and takes passengers for Marseilles and London without transshipment, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
* Transshipment in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
* Attention to the above Mail Steamers the following:
INTERMEDIATE (NOT TRANSIT) STEAMERS

LONDON,

ARRIVING SALOON PASSENGERS AT LONDON DATES.

Steamers	Leave	Due at
Hongkong	London	London
* JAVA	4500	Sept. 12
* MANILA	4500	Oct. 24
* NILE	7000	Nov. 24
* CEYLON	4500	Nov. 21
* SUMATRA	4500	Dec. 2
* NAMU	7000	Jan. 18
* NUBIA	6000	Jan. 16
* BORNEO	6000	Jan. 16

These Steamers will also at Singapore, Penang, Colombo, and at Malacca, &c.
* Carry only First Saloon Passengers.
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* Free Passage Apply to

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Superintendent.

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FAST ASIATIC SERVICE.

HOMELINE.

OUTWARD.

Steamers	Destination.	To Sail.
SEGOVIA	YOKOHAMA & KOBE.	13th Sept.
* BRISGAVIA	SHANGHAI, YOKOHAMA & KOBE.	28th Sept.
* HABSBURG	SHANGHAI, YOKOHAMA & KOBE.	29th Sept.
SITHONIA	SHANGHAI, YOKOHAMA & KOBE.	14th Oct.
C. FERD. LARSEN	SHANGHAI, YOKOHAMA & KOBE.	28th Oct.

HOMEWARD.

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Steamers	Destination.	To Sail.
* SILESIA	NAPLES, HAVRE, BREMEN & HAMBURG.	6th Sept.
HELVETIA	HAVRE & HAMBURG.	10th Sept.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG.	20th Sept.
LIBERIA	BURG, via Singapore, Penang & Colombo.	22nd Sept.
SENEGAMBIA	HAVRE & HAMBURG.	2nd Oct.
SEGOVIA	HAVRE, BREMEN AND HAMBURG.	18th Oct.
* HABSBURG	NAPLES, HAVRE AND HAMBURG.	30th Oct.

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SUBJECT TO ALTERATION.

The Co's S.S.	For	Leaving
* SOSHI MARU, Capt. M. NEMOTO.	SHANGHAI, via SWATOW, AMOI AND FOCHOW.	FRIDAY, Sept. 7, at Noon.
* JOSHIN MARU, Capt. A. OURA.	TAMUI, via SWATOW AND AMOI.	SUNDAY, Sept. 9, at 10 a.m.
* AKASHI MARU, Capt. J. A. MERRILL.	ANPING, via SWATOW, AND AMOI.	TUESDAY, Sept. 11, at Noon.

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PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates, 1906.
SACHSEN	WEDNESDAY, 12th Sept.
PRINZ HEINRICH	WEDNESDAY, 26th Sept.
GRINSENAU	WEDNESDAY, 10th Oct.
PRINZ LUDWIG	WEDNESDAY, 24th Oct.
PRINZESS ALICE	WEDNESDAY, 7th Nov.
ROON	WEDNESDAY, 21st Nov.
BUELOW	WEDNESDAY, 5th Dec.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th Dec.
PRINZ KITEL FRIEDRICH	WEDNESDAY, 2nd Jan.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the Steamship SACHSEN, Captain PETERSEN, with Mails, Passengers, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till Noon, on MONDAY, the 10th September, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 11th September, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 11th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$9.50, and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
To Naples, Genoa and Gibraltar	\$21.0.0.	\$12.0.0.	\$8.0.0.
To Southampton, London, Bremen and Hamburg	\$21.0.0.	\$12.0.0.	\$8.0.0.
To New York, via Suez, via Naples, Genoa or Gibraltar	\$44.0.0.	\$24.0.0.	\$16.0.0.
To Bremen or Southampton	\$44.0.0.	\$24.0.0.	\$16.0.0.
To Bremen or Southampton	\$44.0.0.	\$24.0.0.	\$16.0.0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Southampton, and travelling to Bremen or Southampton overland, the same rates will be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

INTERRUPTION OF THE VOYAGE IN EGYPT

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSH, DE MATUP, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

STEAMERS

SAILING DATES.

PRINZ WALDEMAR 3227 tons TUESDAY, 18th Sept., 1906.

PRINZ SIGISMUND 3302 tons TUESDAY, 16th Oct., 1906.

WILLEHAD 4763 tons TUESDAY, 13th Nov., 1906.

ON TUESDAY, the 18th day of September, at Noon, the STEAMSHIP PRINZ WALDEMAR, Captain WATKINS, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

To	1st Class	2nd Class	3rd Class
To MANILA	\$50.0.0.	\$30.0.0.	\$20.0.0.
To NEW GUINEA	\$28.0.0.	\$18.0.0.	\$12.0.0.
To BRISBANE	\$30.0.0.	\$20.0.0.	\$14.0.0.
To SYDNEY	\$33.0.0.	\$23.0.0.	\$15.0.0.
To MELBOURNE	\$34.0.0.	\$24.0.0.	\$16.0.0.
To YOKOHAMA	\$30.0.0.	\$20.0.0.	\$14.0.0.
To KOBÉ	\$30.0.0.	\$20.0.0.	\$14.0.0.
To YOKOHAMA & back from KOBÉ to HONGKONG	\$140.0.0.	\$100.0.0.	\$70.0.0.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG

To Europe via Australia and Colombo by Imperial

Mail Steamer

To Europe via Australia and America

from Australia to New York via Vancouver by the C. P. R. Co's steamers

and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.

SAILINGS OUTWARDS.

For

STEAMERS

ABOUT

1906.

SHANGHAI, NAGASAKI,

KOBÉ & YOKOHAMA

* WEDNESDAY, Sept. 12.

Do

* PRINZ SIGISMUND

WEDNESDAY, Sept. 26.

YOKOHAMA & KOBÉ

* PRINZ LUDWIG

WEDNESDAY, Sept. 26.

* Reaching Yokohama in less than 8 Days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co's steamers,

P. M. S. S. Co., O. & O. S. S. Co., T. E. K. and from NEW YORK to

EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd

are issued at the following rates:—

1st Class

to London via Plymouth or Southampton

to Bremen

to Paris via Cherbourg

to Naples, Genoa, via Gibraltar

KARACHI PORT FACILITIES.

Sanction has just been received by the Karachi Port Trust to proceed with the first step in the great scheme of improvements that will eventually double Karachi's export, import and shipping facilities.

Permission to raise the first loan of forty-five lakhs at four per cent has been granted. The loan is to be repaid within the next thirty years, and will be applied approximately as follows:—(1) New wharves, Rs. 1500,000; (2) new passenger basin and landing stage, Rs. 220,000; (3) reclamation, Rs. 472,000; (4) re-laying railway approaches, etc., Rs. 440,000; (5) dredging, Rs. 254,000; (6) roads and approaches, Rs. 238,000; (7) contingencies and compensations, Rs. 1179,600—total, 4,660,000.

The above represents only the first instalment of the improvement scheme. To follow are the new import and export yards, plans and estimates for which are now before Government.

All this, equal so far to about \$2,571,000, is but a trifle compared with what has been broached for Singapore. But as evidence of the growing importance of Karachi as a world port it is well worthy of notice.—Singapore Free Press.

The following flight of eloquence is taken from a co-operative journal:—"Perhaps the corn is not quite ripe for nationalities, but one step has been taken, one nail driven home, which will awaken in some quarter of the globe and expand to glorious fields afar."

LYON.—In the '45, an Airbros carrier was procured by the Highlanders to assist in taking the baggage northwards. In the boat at Lunan his cart broke down, and after he had toiled hard to repair the mischief—"Vow, me," says he, "fat a trouble it does tak' 'us fit kings, to be sure."

NOTICES TO CONSIGNEES.

STEAMER 'SALAZIE'.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London

via Suez, and Genoa, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks

done Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

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